

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:16 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 482 Const Calendar Day: 247 Date: 06-Feb-2013 Wednesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 07:00 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Cable Band Bolting**

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Tensioning of cable band (CB) bolts
- Painting of suspender ropes & main Cable
- Some CCO work at the East saddles

Today I was inspecting Mike Draper's crew on final tensioning of CB bolts & James Beninghove's crew on misc work & CCO work at the East saddles. See the diaries of L. Woo, S. Soheilifard, & A. Iranmenesh for additional details of Cable field work.

- I arrived at the pier-7 office at 06:50, & I arrived on the bridge at 07:15.
- From 07:15 until 10:00, James' crew was doing CCO work at the eastbound bridge East saddle. They un-tightened the inner nut of the anchor bolts, added loctite 2047 to the threads, & then re-tightened the anchor bolts with a knocker wrench. Then they ran down the outer nuts & jam nuts on all 16 anchor bolts. They left a 1mm gap between the nut & the saddle base plate per RFI-2111. This work was done on all 16 anchor bolts. For the remainder of the shift, James' crew doing misc work, including replacing the catwalk tie-cables with new clean tie-up cables.
- From 07:15 until 08:40, Mike's crew was moving jacking equipment into place to get ready to start CB bolt tensioning on the South main-span.
- From 08:40 until 08:50, Mike's crew tensioned the CB bolts at PP 110S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 108S.
- From 09:05 until 09:15, Mike's crew tensioned the CB bolts at PP 108S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 106S.
- From 09:30 until 09:40, Mike's crew tensioned the CB bolts at PP 106S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 104S.
- From 09:50 until 10:00, Mike's crew tensioned the CB bolts at PP 104S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 102S.
- From 10:30 until 10:40, Mike's crew tensioned the CB bolts at PP 102S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 100S.
- From 10:50 until 11:00, Mike's crew tensioned the CB bolts at PP 100S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the



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crew moved the pump & jacks to PP 98S.

- From 11:20 until 11:30, Mike's crew tensioned the CB bolts at PP 98S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 96S.
- From 11:45 until 11:55, Mike's crew tensioned the CB bolts at PP 96S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 94S.
- From 12:00 until 12:30, lunch.
- From 12:40 until 12:45, Mike's crew tensioned the CB bolts at PP 94S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 92S.
- From 12:55 until 13:05, Mike's crew tensioned the CB bolts at PP 92S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 90S.
- From 13:20 until 13:25, Mike's crew tensioned the CB bolts at PP 90S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 88S.
- From 13:35 until 13:40, Mike's crew tensioned the CB bolts at PP 88S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 86S.
- From 13:55 until 14:05, Mike's crew tensioned the CB bolts at PP 86S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 84S.
- From 14:30 until 14:40, Mike's crew tensioned the CB bolts at PP 84S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 82S & took break.
- From 15:40 until 15:50, Mike's crew tensioned the CB bolts at PP 82S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 80S.
- From 16:10 until 16:20, Mike's crew tensioned the CB bolts at PP 80S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 78S.
- From 16:40 until 16:50, Mike's crew tensioned the CB bolts at PP 78S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 76S.
- Note: During & after the tensioning of the bolts, I checked the gaps to see if there was any change & the caulking to see if there was any damage. There was no noticeable change to the gaps, & no damage to the caulking.
- At 17:10, I left the bridge.
- From 17:20 until 17:45, I wrote my diary for the day & checked email.
- From 17:45 until 19:00, I finished a presentation for a safety meeting that I need to present tomorrow.

**04-0120F4    Bid Item: 067    C-SUS-SCC.067    Install Suspender Clamps, Separators, Collars**

AMERICAN BRIDGE/FLUOR, A JV

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker		THADDEUS BOOKER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JAMES MIRANDA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Jose ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	THOMAS CERVANTES	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00	3 hours on CCO-94 today for work at East saddle	<input type="checkbox"/>
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00	3 hours on CCO-94 today for work at East saddle	<input type="checkbox"/>



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### *Daily Diary Report by Bid Item*

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**Inspector Name** Wright, Doug

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**Date:** 06-Feb-2013

**Wednesday**

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Ironworker	FOR	JAMES BENNINGHOVE	8.00	2.00	0.00	10.00	3 hours on CCO-94 today for work at East saddle	<input type="checkbox"/>
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